

FROWEIN GMBH & CO. KG

MOTOR REPLACEMENT TURBO-SPRAYER

Please follow these steps in order to ensure a fluent change of the motor unit

Following tools are needed to replace the motor:

Allen wrench size 3 and 5
Box wrench SW14
Open-end wrench SW14
Open-end wrench SW7
Screwdriver 0,6 x 3,5 mm
Screwdriver with a wide blade

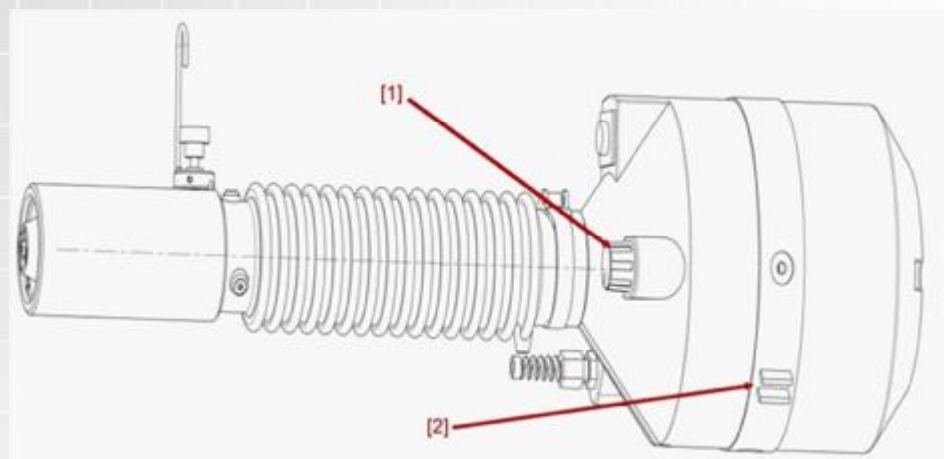


Figure: 1

1. Remove the old motor housing from the frame with the tank. You can do this by loosen the two screws M6x20 that are lateral attached and the other screw M6x25 below the plastic handle (with allen wrench size 5). Now remove the hose connection from the underside of the frame and the hose connection at the front (box wrench SW14). Make sure when you remove the motor unit out of the frame that the threaded sleeve of the bottom hose connection does not get caught in the bore of the frame. You should now have a motor-hose-unit, as shown in figure: 1.
2. Remove the flat lid [1] of the potentiometer knob with the help of the flat screwdriver (figure: 1). Then loosen the locking nut without unscrewing it (open-end wrench SW7). Remove the control knob.
3. Loosen the tension band [2] (allen wrench size 3) and remove it.

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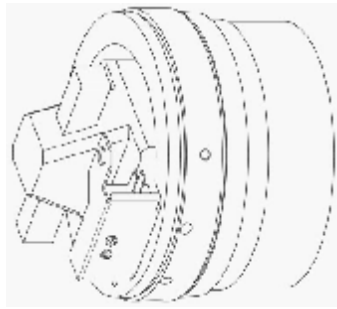


Figure: 2

1. Carefully remove the front hood with flexible hose. For this you need the screwdriver with a wide blade. Use the screwdriver as a lever to loosen the front cover. Then disconnect both flat plugs from the switch of the board. Next, remove the rear part of the housing consisting of rear hood, filter, perforated plate and spacer ring. For this you need the screwdriver with the wide blade, again. Now, you should have a motor unit, as shown in figure: 2

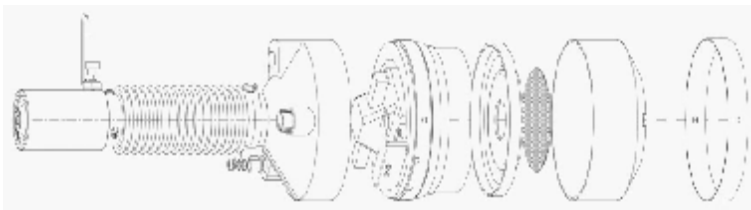


Figure: 3

2. Replace this unit with the new motor unit. Figure: 3 shows exploded drawing and arrangement of the individual components.



Figure: 4

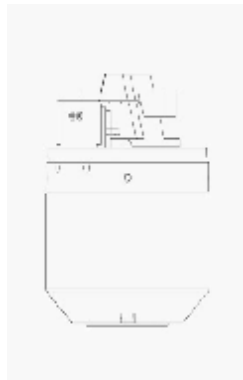


Figure: 5

3. Start the assembly with the rear hood (figure: 4). Put the perforated plate into the rear hood, followed by the spacer ring. Now insert the new motor unit (figure: 5) and press down firmly. Make sure that the perforated plate fits in the spacer ring. Caution: There can be a small gap between rear hood and the PA-ring of the motor unit. This will be covered later with the tension band. Insert the filter from behind into the housing (without figure).

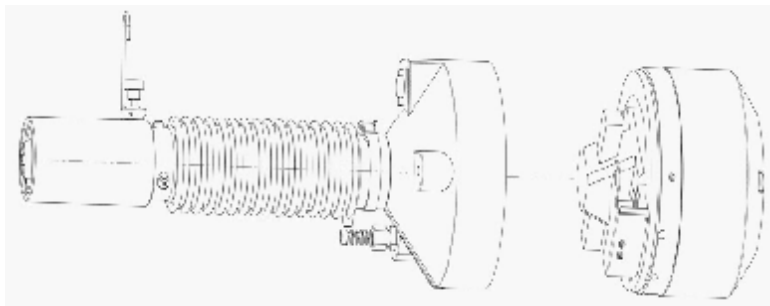


Figure: 6

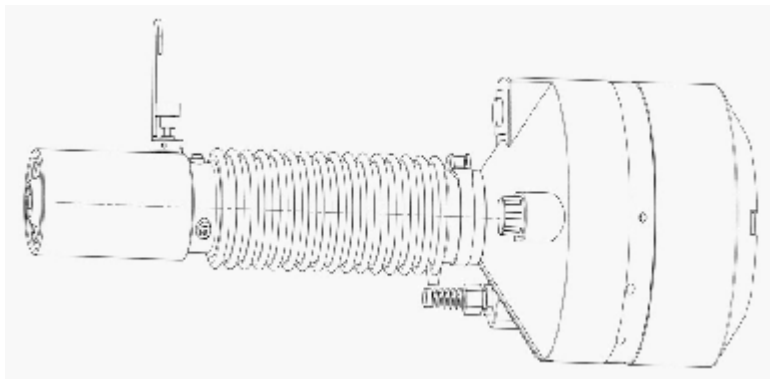


Figure: 7

4. Plug in the two flat plugs with blade receptacle onto the switch connection. Then lead the shaft of the potentiometer through the hole of the housing. Ensure that the shaft of the potentiometer remains even and insert the housing without twisting. Now press the rear hood onto the PA-ring until it fits onto the PA-ring. Put the control knob onto the shaft of the potentiometer and tighten the locking nut again and close the control knob with the lid of the potentiometer (figure: 7).

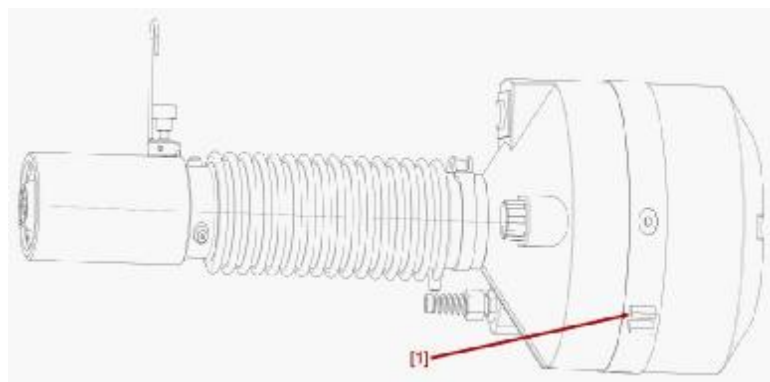


Figure: 8

5. Position the tension band as shown in figure: 8. Make sure that the screwing of the tension band [1] is pointed to the side of the potentiometer.
6. Put the repaired motor-housing into the frame with tank and screw together. Use the longer screw M6x25 for the position under the handle.
7. Fix the hose connections by tightening the screws by hand first and then tighten the screws slightly with the open-end wrench SW14. The screws should be tightened with minimum effort.



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